

# TURBO ACTION

1535 Owens Road, Jacksonville, FL 32218  
Phone (904) 741-4850 \*\*\* FAX (904) 741-4853

[www.turboaction.com](http://www.turboaction.com)



## Part #14156N 1981-2000

**CHEETAH Manual Valve Body - PRN123 - Reverse Pattern (Non-Lock-Up)**  
**Improved Performance over #14156 Valve Body**  
**Torqueflite 404, 413, 470 and Neon 30TH/31TH Non Lock-Up & Lock-Up**  
**(For Competition Drag Strip Use Only)**

Note: This transmission requires some special tools to be worked on. The following tools will be required:

- 1 - Torx T25 Screwdriver
- 1 - 10mm Socket
- 1 - 13mm Socket
- 1 - 18mm Socket or Wrench
- 1 - 8mm Open End Wrench

### Installation Instructions

FIRST, READ INSTRUCTIONS CAREFULLY, THEN PROCEED TO INSTALL VALVE BODY BY FOLLOWING EACH STEP INDIVIDUALLY.

Kit Includes:

- 1 - 14156N Valve Body
- 1 - 14063C Pan Gasket
- 1 - U14040 Expansion Plug (For Lock-Up Models)
- 1 - U23138 Socket head 3/8"-16 set screw (For late model with bypass pipe)

STEP #1: Be sure car is in park and rear wheels blocked.

STEP #2: Open hood and locate kickdown linkage and shifter linkage. Use 10mm wrench or socket and loosen up. **(Do not take bolts out completely).** Then very carefully pry up linkage and remove wiring to the Lock-Up Connector if equipped. (Fig. #1 & #2)

STEP #3: Jack car front end up per car manufacturer's specifications. CAUTION: Front wheel drive cars must be jacked properly or possible damage may occur. Also, you must block rear wheels when jacking car up.

STEP #4: Remove pan bolts (13mm) starting with the rear and working forward. NOTE where the neutral safety wire harness bracket goes. Leave two bolts at front of pan loosely attached. Now carefully pry the rear of the pan and let oil drain off before dropping pan. (Fig. #3)

STEP #5: Notice in corner of the pan is a magnet some models. Clean it before reinstalling pan.

STEP #6: Remove two screws, which hold filter. Be careful to not lose the filter gasket. Note: Three screw filter from 1981-82 404/413/470 is thinner dacron material and is only used with shallow pan. The 1983-Up is thicker and is steel and plastic encasing a dacron material and requires a deep pan.(Standard on Neons, Fig #4 & #8).

STEP #7: Remove parking rod and "E" clip. (Fig. #5)

**STEP #8:** Remove seven 10mm valve body bolts. There are three in front and four in the rear. You must hold valve body up with hand while taking bolts out.

**STEP #9:** Carefully let valve body straight down. You may have to carefully pry governor tubes.  
**Note:** Discard these tubes. (Fig. #6) **Note:** **Some models have a bypass pipe,** (Fig. 10 & 11).

**STEP #10:** Clean case and pan of dirt and R.T.V. sealant. (Most of these transmissions do not have a pan gasket)

**STEP #11:** If equipped remove Lockup Connector and install Expansion Plug #U14040 (Fig. #2 & #7). If equipped with cooler bypass (Fig. #10 & 11) you will have to block hole in case by taping hole 3/8"-16 and install the #U23138 set screw.

**STEP #12:** Carefully slip new valve body back into transmission. Also, note alignment case pin will allow valve body to go only one way. (Fig. #9)

**STEP #13:** Reinstall three (3) front bolts and four (4) rear. Tighten finger tight.

**STEP #14:** Now if valve body is flat, tighten all seven (7) bolts to 105 inch/pounds.

**STEP #15:** Align parking rod into valve body shift arm. Install "E" clip, be sure it is in place properly. (Fig. #5)

**STEP #16:** Install new filter #14010 (1981-82 three screws) or #14011 (1983-Up deep pan, two screws). Do not forget filter gasket.

**STEP #17:** Install new pan gasket #14063C and oil pan. Be sure the magnet (if equipped) and the pan are clean.

**STEP #18:** Tighten all pan bolts to 165 inch/pounds. Do not over-tighten.

**STEP #19:** Lower car and install shift linkage (Fig. #1). Be sure it slides all the way down on the shaft. Just tighten snug. Discard kickdown linkage.

**STEP #20:** Adjust kickdown band. Back off locknut and turn adjustment in until snug 10 inch/lbs. Then back off 1 1/2 turns. Tighten locknut without adjustment moving. (Fig. #2)

**STEP #21:** When using a funnel to fill transmission, be sure air can get around sides, otherwise oil cannot go in. Add four (4) quarts.

**STEP #22:** Start engine and let idle for a couple of minutes. Now select all gears.

**STEP #22:** Put in Park and recheck oil level. Add oil if necessary to bring to add mark.

**STEP #23:** Take vehicle out and shift through the gears (**PRN123**). Come back and recheck oil level.

**CAUTION:** Vehicles equipped with special gauge or light that indicates Low Transmission Pressure will require the following:

After installing valve body, you must disconnect the wire at the transmission, which controls this indicator.

**NOTE:** This wire connects to a sending unit switch located on the radiator side of the transmission.

**NOTE:** There is also another sending unit switch the same side, but lower on the transmission. **DO NOT** disconnect this one because it is for your neutral and park safety starting switch. (Fig. #2)

**SPECIAL NOTE:** Suggest taping end of wire that you disconnect so no possible chance of short -circling.

***This valve body will not lock-up your lock-up converter if your vehicle has one!***



Fig. #1

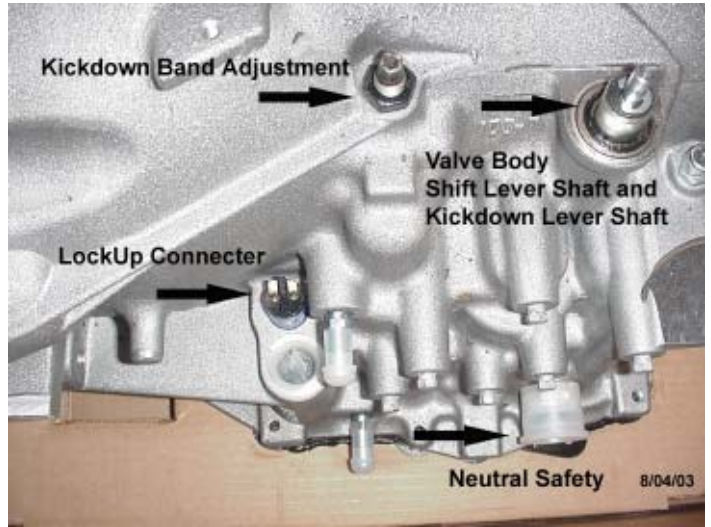


Fig. #2



Fig. #3



Fig. #4



Fig. #5

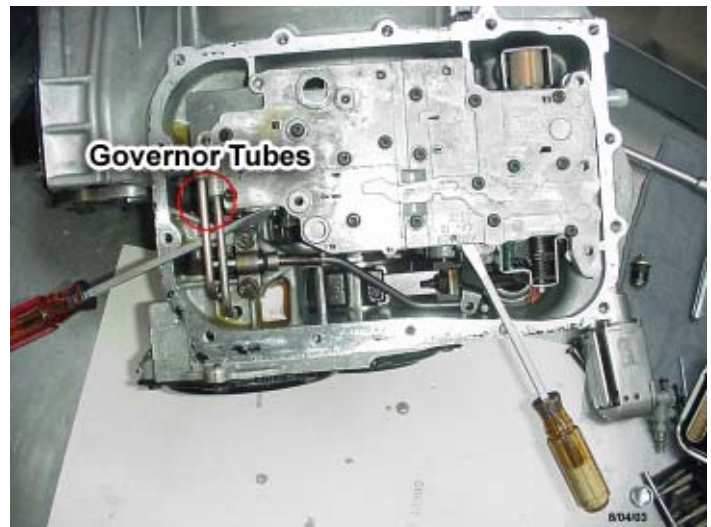


Fig. #6





Fig. #7

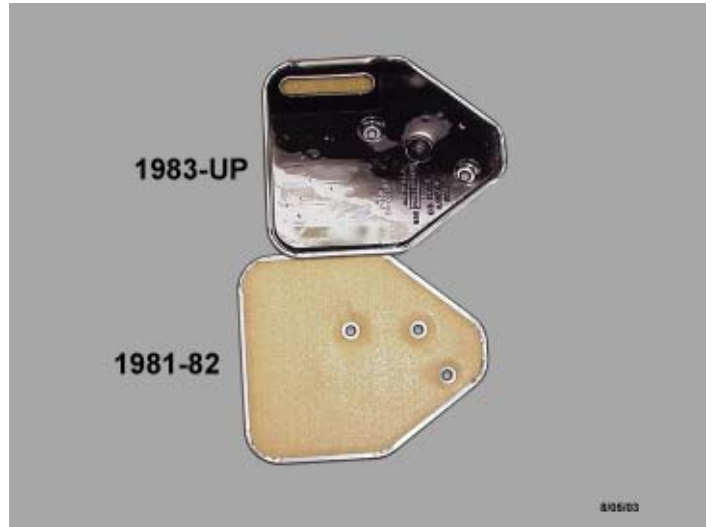


Fig. #8

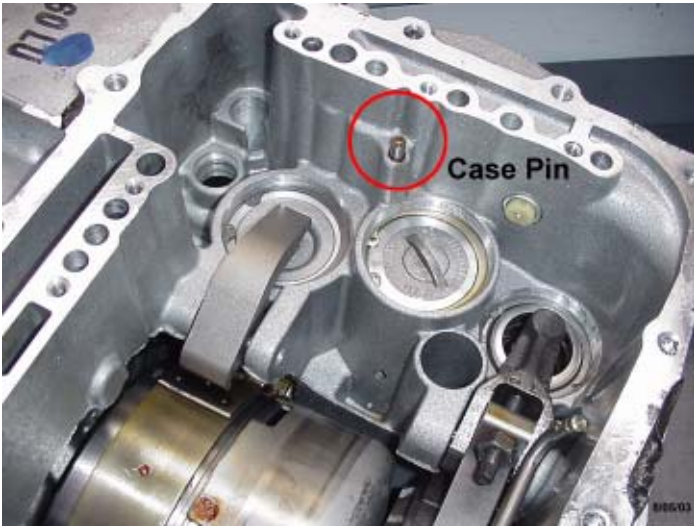


Fig. #9



Fig. #10



Fig. #11